

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E84541

**Employer :** Fred Hutchinson Cancer Research Center

**Worksite :** Day Campus

**Street :** 1100 Fairview Ave N

**Jurisdiction :** City of Seattle

**Survey Date :** 4/20/2013

**Survey Type :** Online

**Response Rate :** 71%

### Drive Alone & One-Way VMT Rates at this Worksite

### Employees and Survey Response Information

**Drive Alone :** 40.5%  
**One-Way VMT per employee :** 5.4

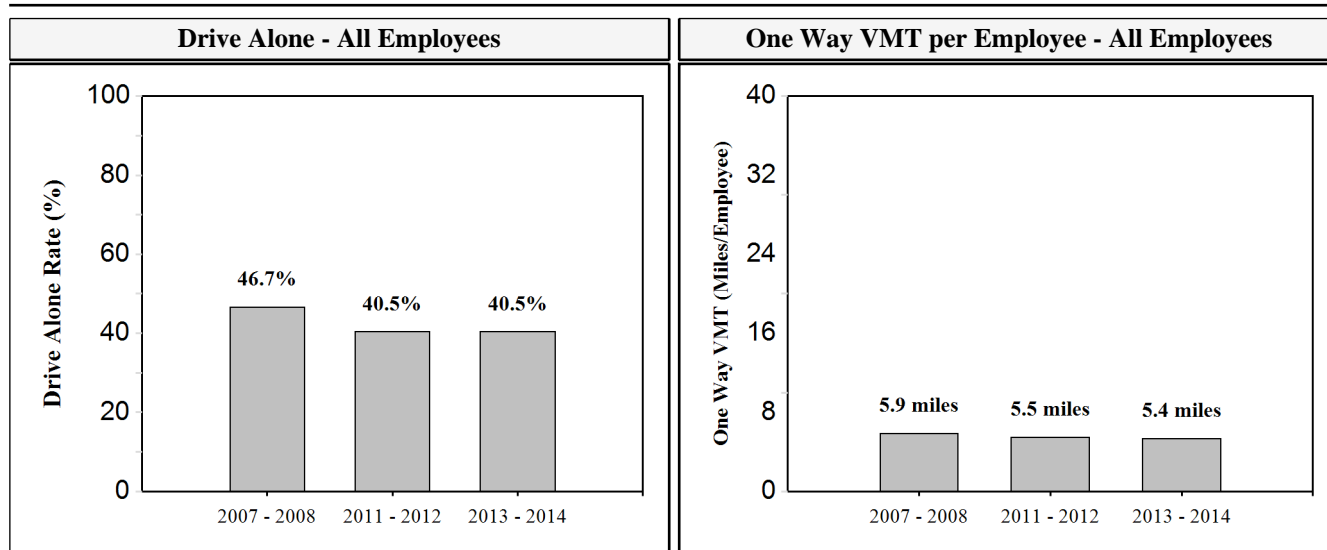
**Reported Total Employees at Worksite:** 2,167

**Surveys Distributed :** 2,167

**Surveys Returned :** 1,548

**Surveys Returned by CTR Affected Employees :** 1,187

**Total Estimated CTR - Affected Employees at Worksite :** 1,662



### Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	46.7%	44.9%	5.9	6.0
2009 - 2010	38.5%	37.3%	5.3	5.5
2011 - 2012	40.5%	38.5%	5.5	5.5
2013 - 2014	40.5%	40.0%	5.4	5.6
2015 - 2016	N/A	N/A	N/A	N/A
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	-13.3%	-10.9%	-8.5%	-6.7%

## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2011 - 2012	2013 - 2014
Drive Alone - All Employees*	46.7%	40.5%	40.5%
Drive Alone - CTR Affected Employees*	44.9%	38.5%	40.0%
VMT/Employee - All Employees	5.9	5.5	5.4
VMT/Employee - CTR Affected Employees	6.0	5.5	5.6

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

Value	2007 - 2008	2011 - 2012	2013 - 2014
Emissions for Surveyed Employees	1,968	1,938	1,802
Estimated Emissions for Total Employment	2,810	2,638	2,523

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2011 - 2012	2013 - 2014
Bus Annual Passenger Miles - Estimated for Total Employment	2,375,231	2,664,851	2,738,147
Bus Annual Passenger Miles - Surveyed Employees	1,663,200	1,957,900	1,956,000
Ferry Annual Passenger Miles - Estimated for Total Employment	0	241,999	150,766
Ferry Annual Passenger Miles - Surveyed Employees	0	177,800	107,700
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	317,611	445,889	404,003
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	222,400	327,600	288,600

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

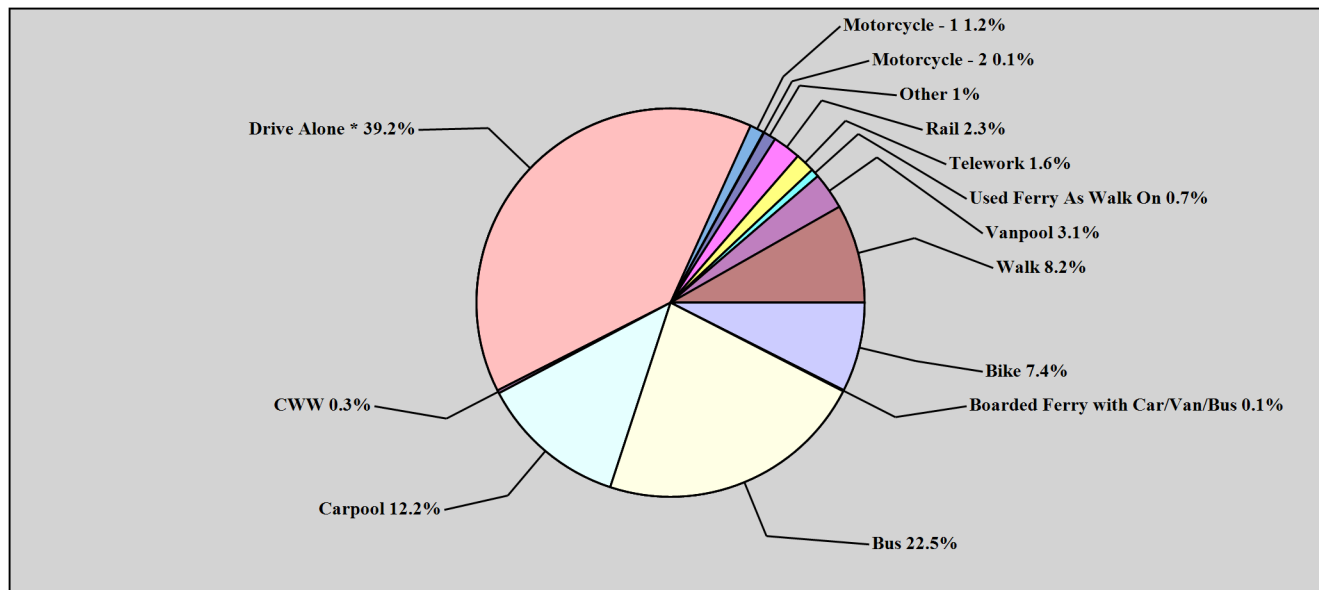
**Q3.**

<b>One way, how many miles do you commute from home to your usual work location?</b>
<b>Average one-way distance home to work: 11.1 miles</b>

## Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



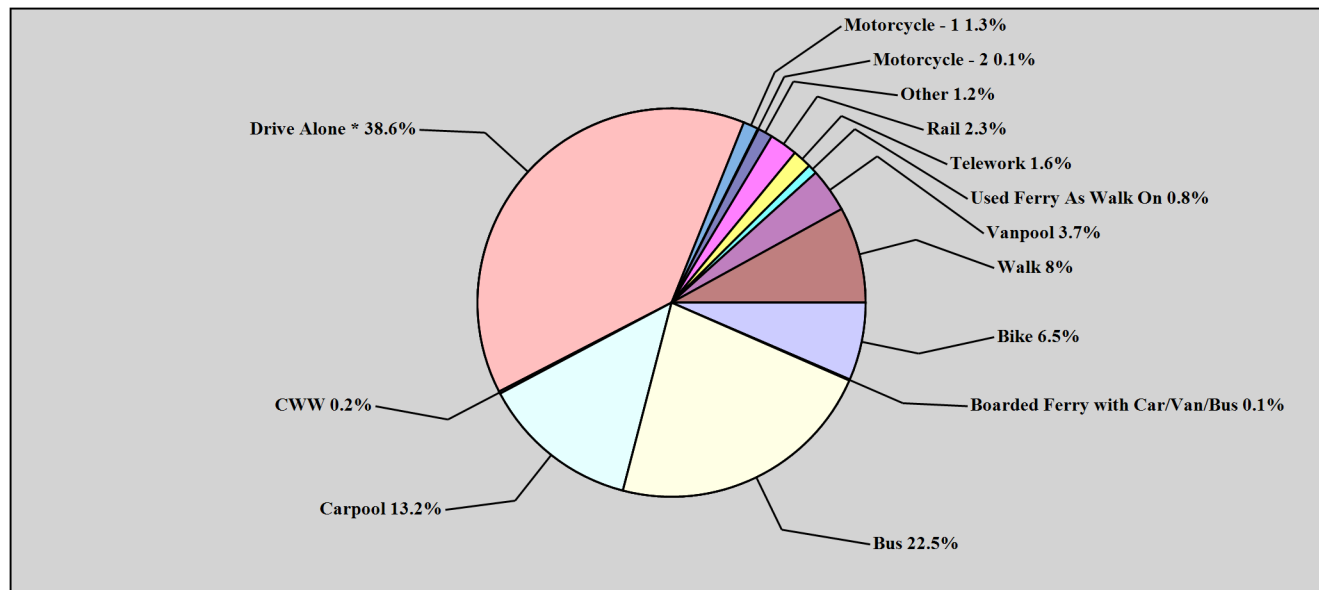
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	2,946	39.2%	39.6%	764	49.4%	50.6%
Carpool	919	12.2%	13.5%	254	16.4%	17.7%
Vanpool	231	3.1%	3.5%	52	3.4%	3.8%
Motorcycle - 1	90	1.2%	0.9%	24	1.6%	1.3%
Motorcycle - 2	4	0.1%	0.1%	2	0.1%	0.3%
Bus	1,688	22.5%	21.5%	433	28.0%	27.0%
Rail	175	2.3%	1.6%	58	3.7%	2.2%
Bike	559	7.4%	6.1%	152	9.8%	8.3%
Walk	617	8.2%	8.5%	151	9.8%	10.2%
Telework	122	1.6%	1.4%	78	5.0%	5.0%
CWW	19	0.3%	0.3%	13	0.8%	1.1%
Boarded Ferry with Car/Van/Bus	8	0.1%	0.3%	3	0.2%	0.6%
Used Ferry As Walk On	52	0.7%	1.0%	12	0.8%	1.2%
Other	78	1.0%	1.7%	30	1.9%	2.6%

\* Drive alone mode includes fill-in, where applicable.

## Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	2,269	38.6%	37.5%	578	48.7%	47.4%
Carpool	775	13.2%	15.0%	211	17.8%	19.8%
Vanpool	215	3.7%	4.3%	48	4.0%	4.7%
Motorcycle - 1	74	1.3%	0.9%	20	1.7%	1.3%
Motorcycle - 2	4	0.1%	0.1%	2	0.2%	0.3%
Bus	1,319	22.5%	23.3%	332	28.0%	29.1%
Rail	137	2.3%	1.8%	45	3.8%	2.5%
Bike	380	6.5%	5.8%	103	8.7%	8.0%
Walk	470	8.0%	7.2%	115	9.7%	9.0%
Telework	93	1.6%	1.0%	61	5.1%	4.2%
CWW	11	0.2%	0.2%	9	0.8%	0.9%
Boarded Ferry with Car/Van/Bus	6	0.1%	0.3%	2	0.2%	0.6%
Used Ferry As Walk On	46	0.8%	1.0%	10	0.8%	1.2%
Other	72	1.2%	1.7%	26	2.2%	2.6%

\* Drive alone mode includes fill-in, where applicable.



**Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:**

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	535	35%	1,548	100%
1 Days	52	3%	1,013	65%
2 Days	64	4%	961	62%
3 Days	85	5%	897	58%
4 Days	150	10%	812	52%
5 Days	584	38%	662	43%
6 or More Days	78	5%	78	5%

**Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)**

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non- Drive Alone At Least 3 Days / week	
5 days a week	372	28.9%	87	6.8%	297	23.1%	157	12.2%	28	2.2%	48	3.7%	186	14.4%	11	0.9%	770	59.8%
4 days a week (4/10s)	2	3%	26	38.8%	10	14.9%	7	10.4%	1	1.5%	0	0%	9	13.4%	0	0%	32	47.8%
3 days a week	1	1.9%	17	32.1%	8	15.1%	0	0%	2	3.8%	0	0%	8	15.1%	0	0%	23	43.4%
9 days in 2 weeks (9/80)	3	33.3%	3	33.3%	0	0%	2	22.2%	0	0%	0	0%	0	0%	0	0%	2	22.2%
7 days in 2 weeks	0	0%	1	20%	0	0%	0	0%	1	20%	0	0%	2	40%	0	0%	3	60%
Other	7	7.8%	13	14.4%	11	12.2%	6	6.7%	0	0%	0	0%	26	28.9%	1	1.1%	46	51.1%

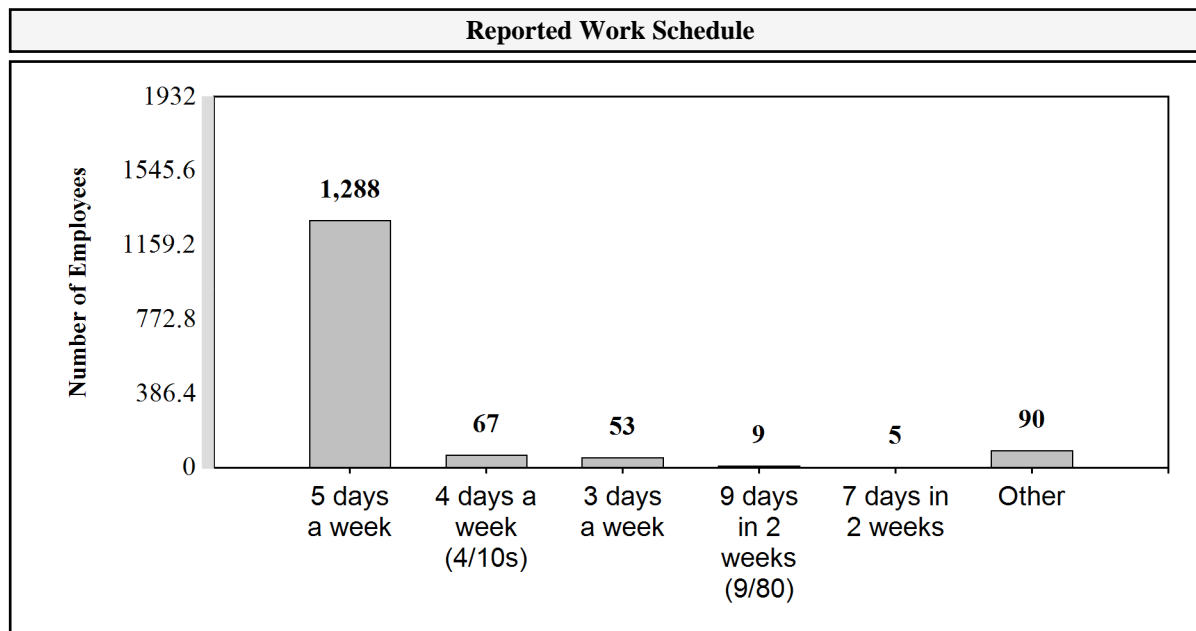
## Count by Occupancy of Carpools, Vanpools, and Motorcycles

**Q.4b** If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	98
2	Motorcycle	4
2	Carpool	829
3	Carpool	61
4	Carpool	12
5	Carpool	6
>5	Carpool	11
<5	Vanpool	15
5	Vanpool	65
6	Vanpool	79
7	Vanpool	36
8	Vanpool	10
9	Vanpool	10
10	Vanpool	16
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

## Reported Work Schedule - All Employees

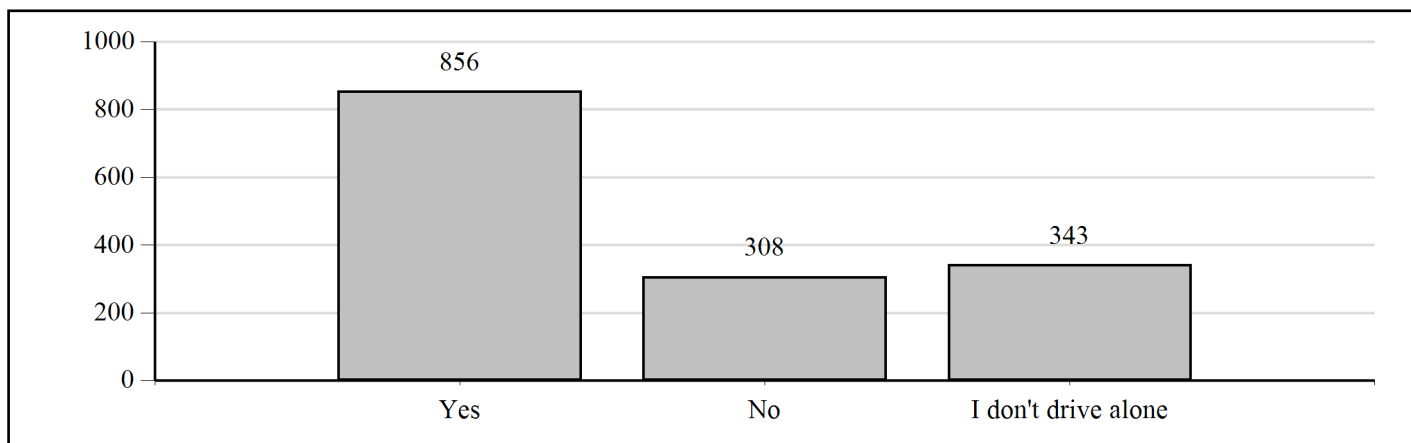
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	1,288	85.2%
4 days a week (4/10s)	67	4.4%
3 days a week	53	3.5%
9 days in 2 weeks (9/80)	9	0.6%
7 days in 2 weeks	5	0.3%
Other	90	6%

## Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	35	2.3%
I don't telework	1077	69.6%
Occasionally, on an as-needed basis	288	18.6%
1-2 days/month	54	3.5%
1 day/week	55	3.6%
2 days/week	20	1.3%
3 days/week	19	1.2%



## Reasons for driving alone to work/not driving alone to work

**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	625	17.3%
To save money	613	17.0%
Cost of parking or lack of parking	535	14.8%
Personal health or well-being	416	11.5%
Environmental and community benefits	378	10.5%
Financial incentives for carpooling, bicycling or walking.	207	5.7%
Other	187	5.2%
Driving myself is not an option	170	4.7%
To save time using the HOV lane	167	4.6%
I have the option of teleworking	157	4.4%
Emergency ride home is provided	76	2.1%
I receive a financial incentive for giving up my parking space	39	1.1%
Preferred/reserved carpool/vanpool parking is provided	36	1.0%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	958	29.8%
I like the convenience of having my car	705	22.0%
Family care or similar obligations	644	20.1%
Other	473	14.7%
Bicycling or walking isn't safe	166	5.2%
My commute distance is too short	125	3.9%
My job requires me to use my car for work	105	3.3%
I need more information on alternative modes	31	1.0%
There isn't any secure or covered bicycle parking	3	0.1%

**Employee Transit Use - All Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	18	0	0	77	2	2	28	0	7	13
2	12	1	3	97	1	0	30	0	11	5
3	5	0	2	42	2	0	6	0	2	4
4	6	0	0	43	2	0	13	0	4	3
5	14	0	1	71	3	2	22	0	4	1
6	4	0	1	35	0	0	4	0	3	1
7	2	0	0	6	0	0	2	0	0	0
8	6	0	0	40	2	1	13	0	2	3
9	0	0	0	5	0	0	1	0	0	0
10	18	1	0	113	1	1	30	0	6	5
11 or more	2	0	0	62	0	0	5	0	2	1
# Of Employees using Transit	87	2	7	591	13	6	154	0	41	36
Total One-Way Transit Trips Per Week	450	12	23	3600	59	30	802	0	189	144

**Employee Transit Use - Affected Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	13	0	0	55	1	2	23	0	7	8
2	10	1	2	77	1	0	23	0	9	3
3	4	0	2	31	1	0	5	0	1	4
4	5	0	0	28	2	0	11	0	3	1
5	12	0	1	53	3	2	17	0	4	0
6	4	0	1	24	0	0	2	0	1	1
7	2	0	0	4	0	0	2	0	0	0
8	4	0	0	31	2	1	12	0	2	2
9	0	0	0	2	0	0	0	0	0	0
10	14	1	0	87	1	1	26	0	5	4
11 or more	2	0	0	50	0	0	4	0	2	1
# Of Employees using Transit	70	2	6	442	11	6	125	0	34	24
Total One-Way Transit Trips Per Week	368	12	21	2738	55	30	658	0	156	104

## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	32	2.07%	45	32	5	3	37	1	15	11	6	4	0	0	3
09119	1	0.06%	3	0	0	0	0	0	4	0	0	0	0	0	0
60044	1	0.06%	0	0	0	0	0	5	0	0	0	0	0	0	0
98001	1	0.06%	0	0	5	0	0	0	0	0	0	0	0	0	0
98002	2	0.13%	5	0	3	0	0	0	0	0	0	0	0	0	0
98003	8	0.52%	18	0	9	0	9	0	0	0	1	0	0	0	0
98004	14	0.90%	26	2	0	0	35	0	1	0	2	0	0	0	1
98005	7	0.45%	24	1	0	0	8	4	0	0	0	0	0	0	0
98006	24	1.55%	53	27	7	3	24	0	0	0	0	0	0	0	0
98007	3	0.19%	9	2	0	0	4	0	0	0	0	0	0	0	0
98008	6	0.39%	18	0	4	0	6	1	0	0	1	0	0	0	0
98011	7	0.45%	20	0	0	0	10	0	0	0	2	0	0	0	0
98012	14	0.90%	23	15	4	1	30	0	0	0	0	0	0	0	0
98014	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0
98015	1	0.06%	4	0	0	0	0	0	1	0	0	2	0	0	0
98019	4	0.26%	7	2	0	0	5	0	5	0	0	0	0	0	0
98020	15	0.97%	39	16	5	0	9	2	0	0	0	0	0	0	0
98021	7	0.45%	25	6	0	0	0	0	0	0	0	0	0	0	0
98022	3	0.19%	6	0	5	0	0	5	0	0	0	0	0	0	0
98023	6	0.39%	0	2	10	0	7	0	0	0	0	0	0	0	0
98024	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0
98026	15	0.97%	39	20	0	0	15	0	0	0	0	0	0	0	0
98027	12	0.78%	30	8	4	0	15	0	0	0	0	0	0	0	0
98028	17	1.10%	30	6	0	0	36	0	5	0	0	0	0	0	5
98029	11	0.71%	25	20	5	0	7	0	0	0	0	0	0	0	0
98030	4	0.26%	10	0	5	0	0	0	0	0	0	0	0	0	0



98031	8	0.52%	13	13	0	0	0	0	0	0	6	0	0	0	0
98032	2	0.13%	0	0	0	0	7	5	0	0	0	0	0	0	0
98033	10	0.65%	29	0	0	0	20	0	0	0	1	0	0	0	0
98034	8	0.52%	26	6	0	2	5	1	0	0	0	0	0	0	0
98036	25	1.61%	49	3	10	0	39	0	3	0	4	0	0	0	2
98037	12	0.78%	23	8	9	0	13	0	0	0	0	0	0	0	0
98038	3	0.19%	1	3	5	0	5	0	0	0	1	0	0	0	0
98039	1	0.06%	0	0	0	0	5	0	0	0	0	0	0	0	0
98040	27	1.74%	94	3	0	0	19	1	0	0	7	0	0	0	0
98042	7	0.45%	17	5	0	0	2	12	0	0	0	1	0	0	0
98043	15	0.97%	30	20	0	0	16	2	2	0	0	2	0	0	0
98045	1	0.06%	4	0	0	0	0	0	0	0	0	0	0	0	0
98047	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0
98052	12	0.78%	23	1	10	0	28	0	0	0	1	0	2	0	0
98053	7	0.45%	5	1	7	0	12	0	0	0	3	0	0	0	0
98055	3	0.19%	6	5	0	0	4	0	0	0	0	0	0	0	0
98056	6	0.39%	22	7	0	0	0	0	0	0	0	0	0	0	1
98057	3	0.19%	11	3	0	0	0	0	0	0	0	0	0	0	0
98058	12	0.78%	19	10	15	0	15	0	0	0	0	0	0	0	3
98059	11	0.71%	35	9	5	0	5	0	0	0	1	0	0	0	0
98065	8	0.52%	21	7	0	0	4	0	0	0	2	3	0	0	0
98070	5	0.32%	5	0	0	0	0	0	5	0	0	0	0	5	5
98072	7	0.45%	21	5	0	0	5	0	0	0	0	0	0	0	0
98074	3	0.19%	5	0	5	0	5	0	0	0	0	0	0	0	0
98075	5	0.32%	3	15	4	0	1	0	0	0	0	0	0	0	0
98077	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0
98083	1	0.06%	2	0	0	0	2	0	0	0	0	0	0	0	0
98087	8	0.52%	24	1	9	0	5	0	0	0	0	0	0	0	0
98092	5	0.32%	2	9	0	0	0	14	0	0	0	0	0	0	0
98101	10	0.65%	2	5	0	0	6	14	2	15	4	0	0	0	0
98102	91	5.88%	41	15	0	9	83	3	49	263	1	1	0	0	5
98103	112	7.24%	245	70	0	16	125	1	89	3	8	2	0	0	0
98104	4	0.26%	0	0	0	0	0	0	5	9	0	0	0	0	5
98105	55	3.55%	76	16	0	0	101	0	52	7	7	0	0	0	1
98106	15	0.97%	43	9	5	0	13	0	0	0	1	0	0	0	0
98107	39	2.52%	53	26	0	0	48	0	45	0	1	1	0	0	6
98108	11	0.71%	19	5	0	0	22	4	0	0	0	0	0	0	0



98109	53	3.42%	48	2	0	9	22	5	15	172	9	0	0	0	0
98110	9	0.58%	0	0	0	0	0	0	0	0	3	0	0	35	6
98112	44	2.84%	64	28	0	2	40	1	39	40	1	0	0	0	5
98115	108	6.98%	228	80	0	10	127	4	72	2	10	0	0	0	5
98116	17	1.10%	47	0	5	5	26	0	0	0	0	0	0	0	0
98117	49	3.17%	131	17	0	0	72	0	17	0	7	1	0	0	2
98118	24	1.55%	55	11	0	0	10	25	3	0	1	0	0	0	2
98119	28	1.81%	56	10	0	5	17	1	12	22	0	0	0	0	1
98121	10	0.65%	9	0	0	0	7	10	0	15	2	0	0	0	5
98122	48	3.10%	57	12	0	3	36	7	64	55	2	0	0	0	1
98125	44	2.84%	115	28	0	0	54	0	9	0	3	0	0	0	2
98126	14	0.90%	29	6	0	0	20	0	13	0	0	0	0	0	1
98133	53	3.42%	118	43	5	12	66	1	1	0	2	0	1	0	0
98136	17	1.10%	37	22	5	2	17	0	1	0	0	0	0	0	0
98144	18	1.16%	25	14	0	0	19	12	7	3	0	0	0	0	0
98146	7	0.45%	18	7	5	0	5	0	0	0	2	0	0	0	0
98148	3	0.19%	15	0	0	0	0	0	0	0	0	0	0	0	0
98155	38	2.45%	74	52	0	8	43	2	9	0	0	0	0	0	1
98166	9	0.58%	19	0	0	0	24	0	0	0	0	1	0	0	0
98168	8	0.52%	16	5	5	0	6	9	0	0	0	0	0	0	0
98177	22	1.42%	34	31	9	0	19	0	0	0	2	0	0	0	3
98178	9	0.58%	19	16	1	0	0	2	0	0	0	0	0	0	5
98188	5	0.32%	0	14	5	0	5	0	0	0	0	0	0	0	0
98195	1	0.06%	0	0	0	0	1	0	0	0	2	0	0	0	0
98198	6	0.39%	10	10	5	0	0	0	0	0	0	0	0	0	0
98199	30	1.94%	107	17	0	5	9	0	10	0	0	0	0	0	1
98201	2	0.13%	6	0	0	0	5	0	0	0	0	0	0	0	0
98203	3	0.19%	1	0	5	0	9	0	0	0	0	0	0	0	0
98204	7	0.45%	17	5	2	0	9	0	0	0	0	0	0	0	0
98208	6	0.39%	10	2	3	2	13	0	0	0	0	0	0	0	0
98223	2	0.13%	5	0	0	0	5	0	0	0	0	0	0	0	0
98258	7	0.45%	8	6	0	0	8	9	0	0	0	1	0	0	1
98260	1	0.06%	0	0	0	0	0	0	0	0	0	0	5	0	0
98270	3	0.19%	5	0	0	0	10	0	0	0	0	0	0	0	0
98271	1	0.06%	0	5	0	0	0	0	0	0	0	0	0	0	0
98272	4	0.26%	14	0	0	0	2	0	0	0	3	0	0	0	0
98275	4	0.26%	15	0	4	0	0	0	0	0	0	0	0	0	0



98282	1	0.06%	0	0	2	0	1	0	0	0	0	0	0	0	0
98290	5	0.32%	17	0	0	0	7	0	0	0	0	0	0	0	0
98292	1	0.06%	3	0	0	0	0	0	0	0	0	0	0	0	0
98296	8	0.52%	18	14	0	0	4	0	0	0	1	0	0	0	0
98328	1	0.06%	0	0	0	0	5	0	0	0	0	0	0	0	0
98335	2	0.13%	0	0	0	0	10	0	0	0	0	0	0	0	0
98346	3	0.19%	0	0	10	0	5	0	0	0	0	0	0	0	0
98354	1	0.06%	0	0	0	0	5	0	0	0	0	0	0	0	0
98359	1	0.06%	0	4	0	0	0	0	0	0	0	0	0	0	0
98367	2	0.13%	2	2	0	0	5	0	0	0	1	0	0	0	0
98370	3	0.19%	0	0	0	0	5	0	0	0	1	0	0	9	0
98372	1	0.06%	4	0	0	0	0	0	0	0	0	0	0	0	0
98373	1	0.06%	0	0	5	0	0	0	0	0	0	0	0	0	0
98375	2	0.13%	5	0	0	0	3	2	0	0	0	0	0	0	0
98390	2	0.13%	0	5	0	0	0	5	0	0	0	0	0	0	0
98391	2	0.13%	0	5	0	0	0	5	0	0	0	0	0	0	0
98392	1	0.06%	0	0	0	0	1	0	0	0	0	0	0	3	0
98402	2	0.13%	5	0	0	0	7	0	0	0	0	0	0	0	0
98403	1	0.06%	3	1	0	0	0	0	0	0	1	0	0	0	0
98404	1	0.06%	0	0	0	0	5	0	0	0	0	0	0	0	0
98406	2	0.13%	5	1	0	0	4	0	0	0	0	0	0	0	0
98407	3	0.19%	0	0	0	5	8	0	0	0	2	0	0	0	0
98408	1	0.06%	0	0	0	0	2	0	0	0	0	0	0	0	0
98409	4	0.26%	0	0	0	0	15	0	0	0	0	0	0	0	0
98418	2	0.13%	3	5	0	0	0	0	0	0	0	0	0	0	0
98422	1	0.06%	0	0	0	0	5	0	0	0	0	0	0	0	0
98443	1	0.06%	1	0	0	0	3	0	0	0	1	0	0	0	0
98445	2	0.13%	5	0	0	0	5	0	0	0	0	0	0	0	0
98466	1	0.06%	0	0	0	0	5	0	0	0	0	0	0	0	0
98467	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0
98503	1	0.06%	0	0	0	0	0	0	0	0	5	0	0	0	0
98506	1	0.06%	0	0	0	0	0	0	4	0	1	0	0	0	0
98935	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0
98938	1	0.06%	5	0	0	0	0	0	0	0	0	0	0	0	0